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INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
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# Hongkong Daily Press.

ESTABLISHED 1857

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FOR 1909.  
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CO. LIMITED.

[a40]

KOWLOON HOTEL

THE ONLY FIRST CLASS  
ESTABLISHMENT ACROSS  
THE WATER.  
SURROUNDED BY DELIGHTFUL GARDENS.  
Excellent Cuisine.

O. E. OWEN,  
Proprietor.

[a52]

GREEN ISLAND CEMENT COMPANY

PORLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs net \$3.45 per bag ex Factory  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 29th April 1908. [a27]

THE  
GRAND HOTEL  
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMHALLE  
M. MAILLE Proprietaires.

[46]

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.

WE'RE DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 10 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
8.00 p.m. to 9.00 p.m. ... Every 15 minutes.  
9.00 p.m. to 9.30 p.m. ... Every 30 minutes.  
9.30 p.m. to 10.30 p.m. ... Every 15 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 1/2 hour.  
SATURDAY.

Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.

SUNDAY.

9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.

9.30 a.m. to 10.30 a.m. ... Every 15 minutes.

10.00 a.m. to 11.00 a.m. ... Every 10 minutes.

11.45 a.m. to 12.00 Noon ... Every 15 minutes.

12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to

11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Buildings, Des

Vaux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st April, 1909. [a49]

## FOR BATHING PARTIES.



TELEPHONE No. 75.

BLACKBERRY BRANDY,  
CHERRY BRANDY,  
CHERRY WHISKY,  
ORANGE GIN,  
PEPPERMINT,  
SLOE GIN.

CALDBECK, MACGREGOR & CO.,  
WINE & SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 4th June, 1909.

JOHN ROBERTS & COMPANY LTD.

BILLIARD TABLE MAKERS,  
BOM BAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design  
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels  
to Carve Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra  
heavy solid cushion rails fitted with our new low set Express Cushions, patent Invisible  
Pocket Plates best Whipped, Pockets, Six Chalk Caps, Superfine West of England Cloth,  
and patent adjusting toes, with lever for levelling, complete with the following accessories:—

12 Selected Ash Cues.  
1 Butt Rest with Patent Brass Head.  
1 Billiard Rest with Patent Brass Head.  
1 Long Butt.  
1 Mid Butt.  
1 Billiard Marking Board.  
1 Dust Cover for Table.  
Straightedge and 1/2 Circle.  
1 Best Spirit Level.  
1 Wall Cue Rack.  
1 Wall Butt Rack.  
1 Set Billiard Rules, Framed.  
1 Best Billiard Brush.  
1 Set "Cryatalate" or "Benzoline" Bill. Balls.  
1 Box Best Cue Tips, assorted.  
1 Cue Tip Fastener with File.  
1 Bottle Cue Cement.  
1 Box Silk Spots.  
1 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of  
Rs. 1,400 net.

Illustrated price lists, giving prices and particulars of everything pertaining to billiard  
can be had on application from the Offices of this paper.

Hongkong, 1st April, 1904.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
String Band Plays during Tea and Dinner.  
Well Furnished Reception Rooms.

Private Bar and Billiard Room for Hotel  
Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGE MODERATE, AND NO EXTRAS.

— A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if  
required).

Electric Passenger Elevator to each floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a651]

"KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.

Telephone No. 134.

Telegraphic Address: { A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.

Proprietress, MRS. G. SACHEBE.

"BRAE SIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

Telephone, No. 690.

Apply to MRS. F. W. WATTS,

"Brae-side," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel.

Large and Airy Rooms, affording every comfort  
to Residents and Tourists.

Table D'Hoté at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

M. MATTHAEY,  
Proprietress.

Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL

SHAMEEN—CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address: "VICTORIA, SHAMEEN."

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

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SITUATED IN THE CENTER OF PRATA GRANDE.

Both Hotels electrically lighted, and under  
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given  
to Tourists.

REASONABLE RATES.

WM. FARMER,  
Proprietor.

[a623]

"BOA VISTA"

HOTEL-SANITARIUM OF SOUTH

CHINA.

MACAO.

THE Hotel is under European manage-

ment and most strict supervision as to  
food, cleanliness and hygiene of the place.

All comfort of a home.

A most pleasant retreat for those desirous for  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque

colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (a.s. Sui An and Sui Tsui) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER.





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Telegraphic Address: PRESS Code: A.B.C.  
5th Ed. Liebers.  
P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

## THIRD MEETING.

MEMBERS are reminded that Entries for the HURDLE RACE close TO-DAY (SATURDAY), the 19th inst., at 7 p.m., to the undersigned, at the HONGKONG CLUB.

Entries for the other events close on WEDNESDAY next, 23rd inst.

C. GORDON MACKIE,  
Hon. Secretary,  
Hongkong, 19th June, 1909. [865]

GILES'S CHINESE AND ENGLISH DICTIONARY  
New Edition  
Enlarged to 1,800 Pages.

THOROUGHLY REVISED.  
Fascicle 1. (296 pages) will be ready for delivery in July.

Price to Subscribers £5.00, payable on delivery of Fascicle 1.

Prospectus and Specimen pages upon application  
KELLY & WALSH, LTD.  
863]

## PUBLIC AUCTION.

THE Undersigned have received instructions from A. L. STEIN, Esq., to Sell by Public Auction,

On MONDAY,  
the 23rd June, 1909, at 2 p.m., within his Residence, No. 1, The Albany,

THE WHOLE OF HIS  
HOUSEHOLD FURNITURE,  
Comprising—

SILK TAPESTRY DRAWING ROOM SUITE, DOUBLE BEDS MOUNTED BEDSTEADS with MATTRESSES, MARBLE-TOP BUREAUX, SINGLE and DOUBLE WARDROBES with BEVELLED GLASS, TEAKWOOD HATSTAND with BEVELLED GLASS, DINING ROOM SUITE by Messrs. Wm. Powell & Co., Ltd. BLACKWOOD DESKS, VELVET PILLS, CAPEETS and BUGS, OIL PAINTINGS and ENGRAVING, OLD CHINESE VASES and WALL PLATES, JARDINIERES STANDS, &c., &c., BATH ROOM, PANTRY and KITCHEN BEQUISITES, and a quantity of HOUSEHOLD LINEN;

ALSO  
One Upright Iron GRAND PIANO by Robinson Piano Co., One GRAMOPHONE with Records,

AND  
A Unique Assortment of OLD WEAPONS. Catalogues will be issued.  
Electric Fans will be used during Sale.  
On View from SATURDAY, 23rd June.  
Terms—As Usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 19th June, 1909. [864]

THE DAIRY FARM CO., LTD.

## OUR SPECIALITIES.

per lb.

"HONEYSUCKLE" HAM - 60 CTS.

"HONEYSUCKLE" BACON - 60 "

"HONEYSUCKLE" BUTTER - \$1.

[563]

## NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—

DENNYS & BOWLEY,  
Solicitors.

Supreme Court House,  
Hongkong, 15th June, 1909. [854]

IN THE SUPREME COURT OF  
HONGKONG.

## IN BANKRUPTCY.

ACTION No. 27 of 1909.

RE TSANG KING of No. 1, Pray Kennedy Town, Victoria, Hongkong; Contractor.

NOTICE IS HEREBY GIVEN that an application has been made to the Court by the above-named Debtor TSANG KING to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he the said TSANG KING has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not at this date a party to such arrangement and who has any objection to the said Receiving Order being rescinded shall furnish particulars of his objection to the Official Receiver within 15 days from this Date after which Date if no objections are received the said Receiving Order will be rescinded without further notice.

Dated the 10th day of June 1909.  
G. H. WAKEMAN,  
Official Receiver.

[845]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 rooms, and Servant Quarters. Unfinished.

Apply—  
K.  
Care of The Yokohama Specie Bank, Ltd.  
Hongkong, 28th May, 1909. [795]

## NOTICES OF FIRMS

KING EDWARD HOTEL,  
DORABEE AND COMPANY.

NOTICE IS HEREBY GIVEN that the Partnership which has for some time past been carried on by DHUNJEEBHOY DORABEE NOWROOZEE and ISMAIL PILLAY MADAR as HOTEL PROPRIETORS in and upon portions of Royal Buildings and Princes Buildings, Victoria, Hongkong, under the Sign of THE KING EDWARD HOTEL and under the partnership name of DORABEE AND COMPANY was this day dissolved by mutual consent.

The said DHUNJEEBHOY DORABEE NOWROOZEE will continue to carry on the said business as heretofore under the above Sign and name and will be responsible for all the debts and liabilities of the partnership and he is authorised to collect all outstanding accounts due to the partnership.

AS WITNESS our hands this Twelfth day of June, One thousand nine hundred and nine.  
D. D. NOWROOZEE,  
I. P. MADAR.

WITNESS to the Signature  
of DHUNJEEBHOY DORABEE  
NOWROOZEE and ISMAIL PILLAY  
MADAR.

H. J. GEDGE,  
Solicitor,  
Victoria, Hongkong.  
850]

THE HONGKONG BAKERY,  
DORABEE AND SON.

NOTICE IS HEREBY GIVEN that the Partnership which has for some time past been carried on by DHUNJEEBHOY DORABEE NOWROOZEE and ISMAIL PILLAY MADAR as BAKERS in and upon the premises known as THE HONGKONG BAKERY under the style of DORABEE AND SON was this day dissolved by mutual consent.

The said DHUNJEEBHOY DORABEE NOWROOZEE will continue to carry on the said business as heretofore under the above Sign and name and will be responsible for all the debts and liabilities of the partnership and he is authorised to collect all outstanding accounts due to the partnership.

AS WITNESS our hands this Twelfth day of June, One thousand nine hundred and nine.  
D. D. NOWROOZEE,  
I. P. MADAR.

WITNESS to the Signature  
of DHUNJEEBHOY DORABEE  
NOWROOZEE and ISMAIL PILLAY  
MADAR.

H. J. GEDGE,  
Solicitor,  
Victoria, Hongkong.  
849]

FIRST CLASS SCHOOL for the Daughters of Gentlemen (Boarders only), removing to larger premises where pupils will enjoy London advantages combined with country life. Education on the lines of the most efficient Public Schools. Resident certificated English and Foreign Mistresses. London Professors for Music, Dancing and Art. Health first consideration. Experienced Matron. Extensive Grounds. Games. Entire charge undertaken. Reasonable fees. Particulars apply—M. C. Care of Faxon's, 143, Cannon St., London, E.C.

England. [736]

DR. M. H. CHAUN.

THE Latest Method of the AMERICAN SYSTEM of DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1909. [415]

SIEN TING  
SUGGEON DENTIST,  
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1909. [504]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.  
Hongkong 1st April, 1908. [748]

SUTTON'S SEEDS  
Special Selected Collections  
for this Climate.

VEGETABLES AND FLOWERS  
IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO.,  
Telephone 668, 3, Duddell Street. [505]

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

DAVID COESAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAILING  
AENHOLD, KARBERG & CO.  
1674]

AUTOMATIC BROWNING  
POCKET PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 8 CARTRIDGES  
FIRING 2 SHOTS in 2 SECONDS.  
SIEMESSEN & CO.  
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to SSG, at \$6, \$7 and  
\$7.50 per 100, SPORTING REQUISITES  
and AIR GUNS in Variety.

Inspection Invited.  
WM. SCHMIDT & CO.  
Hongkong, 25th October, 1906. [623]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 rooms, and Servant Quarters. Unfinished.

Apply—  
K.  
Care of The Yokohama Specie Bank, Ltd.  
Hongkong, 28th May, 1909. [795]

## FOR SALE

FOR SALE.

## ELECTRIC PLANT

Consisting of—

TWO 125 Kilowatt STEAM ALTERNATORS SETS: Output 60 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. RONEY & CO., direct coupled to Alternators by Messrs. PHILLIPS, complete with Excitors, &c.

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE & LINDLEY. For further particulars apply—

HONGKONG ELECTRIC CO., LTD.  
St. George's Buildings.

Hongkong, 23rd April, 1909. [649]

DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of the Latest FASHIONABLE GOODS Comprising:

Latest Style VEILING, by Yard and Piece. Assorted Colours Plain, Dotted and Chiffon. NECK FRILLINGS.

LADIES' FINEST PUR. LINEN AND COTTON.

Latest Design PRESENTATION HAND-KERCHIEFS, PLAIN, OPENWORK and EMBROIDERED.

HOOSAIN-ALI & CO.,  
14, Queen's Road, Central.

Hongkong, 7th June, 1909. [414]

GRACIA & CO.

(Established 1896.)

No. 27 DES VŒUX ROAD.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEINF'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

SUGAR CORN SEEDS.

Inspection Invited. [548]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

A TACK & CO..

FURNITURE & PHOTO GOODS STORE

26, DES VŒUX ROAD, CENTRAL.

DEALERS IN

LADIES' & GENT'S BOOTS & SHOES,

UMBRELLAS, &c., &c.

Cameras fitted with

"ZEISS," "GÖRÉZ," "ROSS," & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALTY.

Hongkong, 24th April, 1909. [37]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907  
£18,114,624.

Authorised Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £67,500 0 0

II. Fire Funds £3,065,374 15 7

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE or Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1908. [1019]

&lt;p

AS SUPPLIED TO THE HOUSE OF  
LORDS, AND HOUSE OF COMMONS.

THORNE'S  
OLD VAT



15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENECK AND HAS BEEN USED SINCE 1823.

SCOTCH WHISKY.  
SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO. LTD.



846.3

A SAFE REMEDY  
FOR ALL

SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the Blood, from WHATEVER CAUSE ARISING, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it promises—*IT CURES SKIN AND BLOOD DISEASES PERMANENTLY*.

Clarke's  
Blood  
Mixture  
IS THE FINEST BLOOD PURIFIER  
EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, BAD LEGS, HERPES, ECZEMA, SPOTS, BLACKHEADS, ULCERS, SKIN AND BLOOD DISEASES, SORES OF ALL KINDS.

It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE. This mixture is pleasant to the taste and warms the frame, removing injurious to the most delicate constitution of either sex, from infancy to old age, and the Proportion will sufficiently indicate to a trial to test its value.

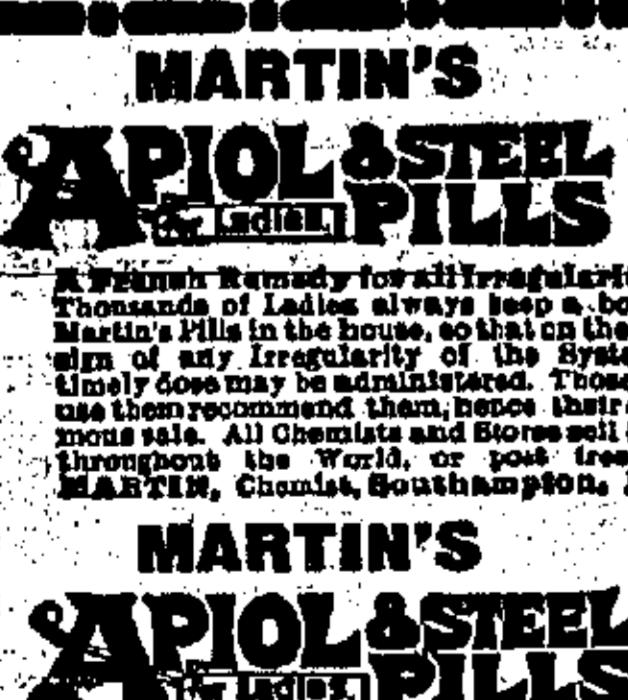
The results of wonderful cures have been effected by it.

TRYED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 48 Bridge Street Row, Chester writes:—"Just a line in favour of Clarke's Blood Mixture. I had no specific for several years, and many things without benefit, until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude."—June 31, 1903. Sold by all Chemists and Patent Medicine Vendors throughout the World.

AS FOR CLARKE'S BLOOD MIXTURE  
and beware of worthless imitations and substitutes

157



A DESCRIPTION OF HADES.

An American evangelist who addressed a Melbourne audience recently has aroused the ire of local clergy by the following lurid description of the future permanent abode of the wicked:

"Hell is a place of death, the terror of kings, and the king of terrors. It is a place of death, and still they never die. It is a living death. It is dying and dying, and yet there is no cessation of life. I do not concern myself whether it is a place of physical suffering, and I believe it is; but I know man's memory will make it hell, when his past sins awaken and appear like 10,000 mirrors around, when death makes life so horrible that men would commit suicide; but there is no suicide in hell. Memory will be awakened, but there will be no whisks to still the memory. All the glories of heaven you would sell for a glass of beer, a game of cards or a night at the opera. When you open your eyes in hell you will have adequate idea of the glories that will make your hell awful. Oh! the anguish of memory thus aroused! How often you had an opportunity of singing on a glassy sea; singing the praises of the Lord, walking the golden streets, with many of your loved ones, and now you are lost, lost, and in hell for ever again, and again."

"If you had all the millions of the world to hell with you, you would give every million to get one more chance, and you have made light of the golden opportunities God gave you. You will the anguish of your soul in hell. When you remember that you will shut your eyes, You will try to stop thinking; but all your efforts

## THE HONGKONG DAILY PRESS, SATURDAY, JUNE 19TH, 1909.

### CURIOS WATER CRAFT.

#### SOME RECENT INVENTIONS.

In no direction during recent years has the ingenuity of man been more busily employed than in devising new forms of water craft. There seems to be a well fixed conviction in the minds of inventors that the stereotyped patterns of water craft are decidedly defective in principle, and that, by utilising some new and untried method of aquatic locomotion, greatly superior results can be attained in speed, safety, or economy of power.

A curious invention of some years ago, says Mr. W. R. C. Latou, writing in the "New York Tribune," was the Frya model. This consisted of three large revolving spheres, on which rested a platform bearing the cabins, engine rooms, and other parts of the ship. The revolving balls acted as paddle wheels, and the inventor claimed wonders for the speed, safety, and economy of this model. The device, it is believed, never passed beyond the experimental stage. Another curious invention intended for a transatlantic liner consisted of a long platform balanced inside an enormous cylinder. The cylinder had running round it spirally from end to end a huge projecting flange or fin. The inside of the cylinder was geared to the engines, and as the cylinder revolved it projected itself through the water. In this case, too, the practical value of the invention has yet to be demonstrated.

#### THE UMBRELLA SAILBOAT.

Another radical departure in the boat line is the umbrella sailboat. This curious craft consists of an ordinary hull, fitted with a short, strong mast. Attached to the mast is a pivot on which revolve arms, each arm supporting a semi-circular lateen sail. These sails can be set in any plane and at any angle desired in order to secure most perfect trimming. For instance, in sailing straight before the wind the sails would be set "wing and wing" at right angles to the length of the hull and parallel to the mast. Should the wind stiffen, it would be necessary only to turn the sail that the upper edge passed forward, and the lower edge backward. In this way the wind would get less surface to play upon. In a very heavy blow the sail might be set on a horizontal plane, and in this case, as they present a slightly concave surface below, the wind has an actual lifting influence. For exactness of trimming, comfort, and safety the inventor makes strong claims for this queer little craft. She has been seen many times at Cowes, Isle of Wight, and has so far given a good account of herself.

Another curious aquatic invention is the water boat invented by Lieutenant A. J. Sadler, of the United States Life Saving Crew at Charlesbank, Massachusetts. These water boats— "foot craft," the inventor calls them—look much like a pair of small boats, each one being 4ft. 8in. long, 9in. wide, and 8in. deep. Under each is a peculiar mechanism, modelled on the actions of the webbed foot of swimming birds, which a slight push with alternate feet propels the user onward. Contrary to what might be expected, the use of the foot craft is easily mastered; and is perfectly safe even for one who cannot swim, as in case of accident it would form an excellent lifebuoy. Sadler has demonstrated that his water boats are entirely practical. He can turn easily in any direction, round a bend in the river, take a long stroke or a short one, walk with, against, or across the wind or tide, or drift with wind or tide, as he wills. His longest trip has been two miles.

Another expert aquanaut (if we may coin a word) is Mr. Charles W. Oldrieve, who, using foot craft of about the same size and style as that of Lieut. Sadler, made a journey of sixteen hundred miles, walking the entire distance on the water.

#### SPEED PERFORMANCES.

Another odd craft, which is also a land vehicle, is the invention of Eavallier, of Paris. This consists of a boat like a hull, fitted with heavy tyred, solid wheels, and also under the stern with an ordinary motor boat propeller. The mechanism of the motor is so geared that it can be transmitted either to the wheels or to the propeller; so that, when tired of driving along the beach, the occupant can send the machine into the water, where it looks like an ordinary motor boat.

Then there is the interesting invention of another Frenchman, Count de Lambert, who is one of several experimenters along the same line. This is the gliding boat, or hydroplane. The idea is to make the boat glide on top of the water with scarcely any immersion of the hull. This was first accomplished by affixing along the sides of an ordinary motor boat hull, planes or fins, slightly inclined, turning upward from front to back; so that when the boat was propelled rapidly through the water the pressure of the planes was sufficient to raise the hull and thus reduce friction. The speed performances of some of the boats, the construction of which is based on this principle, have been most remarkable. The Riechet Nautilus, a boat typical of this class, is constructed with a bottom that consists of two inclined planes, the one in front slightly curved. This remarkable craft is only 11ft. long over all yet, equipped with a 10 h.p. gasoline motor, she has made a speed of 30 miles an hour. But the fastest thing on the water is probably Count de Lambert's latest development of the hydroplane. His last modification consists of a catamaran mounted on five planes, each of which is about 4ft. by 10ft., thus giving a total lifting surface of about 200ft. Using this craft equipped with a 50 h.p. motor, the inventor has made a speed of over 34 miles an hour.

#### RICE IN FORMOSA.

The following information regarding rice cultivation and export in and from Formosa is furnished by Mr. Deichman, U. S. Consul at Tamsui. The total area of Formosa is about 8,864,371 acres. With the exception of a narrow strip of plain along the coast, the entire eastern half of the island is a rugged, mountainous region still occupied by savage tribes and covered with virgin forests, with small areas under cultivation. The total area used for agricultural purposes amounts to 1,618,800 acres, of which 783,770 acres are in rice fields.

About 64 per cent. of the population is engaged in agricultural pursuits, and agriculture may be said to be the economic basis of the island.

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Sunday School 10-10.45 a.m.

Wednesday Morning Church, Wanchai.—Sunday Service 10.15 a.m. and 6.15 p.m. Preacher: Rev. T. W. Scholz, M.A. Tuesday 8 p.m. Wesley Guild Meeting. Sailors' and Soldiers' Home, Amoy Street. Sunday 8 p.m. P.S.A. 8 p.m. Chapel Meeting, conducted by Mr. E. Headley. Monday 8 p.m. Fellowship Meeting. Wednesday 8 p.m. Temperance Meeting. Saturday 8 p.m. Prayer Meeting.

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St. Peter's Church, Queen's Road, West.—2nd Sunday Trinity, Morning Prayer 11 a.m. Venit; Psalms 147 and 207; Te Deum. As not Sunday; Benedic, As last Sunday; Hymns 570, 402, 259 and 230; Kyrie, Abba. Holy Communion 12.15. Evening Prayer 6.30. Psalms 216 and 217; Cantate, Hopkins; Dom, Goss; Hymns 457, 91, 204 and 10; Kyrie.

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## SHIPPING.

## ARRIVALS.

ALBIA, German str., 5,259. T. Ernst, 16th June—Portland via Japan ports 13th June. Flour & Coal—Portland & Asiatic S.S. Co. CANTON, British str., 1,173. Anderson, 18th June—Wei-hai-wei 9th June, General Order. GERMANIA, German str., 1,000. H. Flugel, 17th June—Sydney 27th April, Captain Siemsen & Co. HAINAN, British str., 635. J. W. Evans, 18th June—Swatow 17th June, General Douglas, Lapra & Co. KIANG PING, Chinese str., 1,222. H. Udden, 18th June—Chinkiang 13th June, General Tang, Kee & Co. MANDARIN MARU, Jap. str., 3,246. Shimidzu, 18th June—Mike 12th June, Coal—Mitsui Bussan, Kishia. SIGNAL, German str., 950. G. Schlaikier, 18th June—Ho-ho 17th June, Rico & General Johnson & Co. TEAN, British str., 1,350. W. Butteridge, 18th June—Mandarin 15th June, General Butterfield & Swire. THESEUS, British str., 4,296. J. Barwin, 17th June—Yokohama via Ports 16th June, General and Tea—Butterfield & Swire.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

DAIJIN MARU, Japanese str., for Swatow. DAKOTA, British str., for Moji. FUKURO MARU, Jap. str., for Wakamatsu. JAPAN, British str., for Shanghai. KIANG PING, Chinese str., for Canton. KUINSI, German str., for Haiphong. KUNSAENG, British str., for Singapore. MANDAL, Norwegian str., for Wakamatsu. PEREA, Austrian str., for Shanghai. TAIYO MARU, Japanese str., for Shanghai. TIENTSIN, German str., for Haiphong. VICTORIA, British str., for Manila. ZAFIRO, British str., for Manila.

## DEPARTURES.

CHIANG YANG, British str., for Canton. HAI YANG, British str., for Swatow. HANG CHOW, British str., for Canton. HANOI, French str., for Quang Chow Wan. LIEUTZOW, German str., for Europe, &c. MEFUO, Chinese str., for Shanghai. PRINZ WALDEMAR, Ger. str., for Australia. THESEUS, British str., for Singapore. YUEN SANG, British str., for Manila.

## SHIPPING REPORTS.

The Chinese str. Kiang Ping reports: Variable light winds with fine weather throughout the voyage.

The British str. Canton reports: Strong S.W. monsoon and squall, with rough sea and swell throughout.

## VESSELS IN DOCK.

JUNE 18TH.

ABBEDEEN DOCK—KOWLOON DOCK—Tui On, Honam, Landrat Schaff, Lekin. CECROPIA DOCK—TAIKOO DOCK—Maple Leaf, Anhui, Kwei-ying.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PESSIA,"

Captain Bartolo, will leave for the above places TO-DAY, the 19th inst., at NOON.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to SANDE, WIELER & Co., Agents, Princes Building, Hongkong, 12th June, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY and MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Holmes, will be despatched as above on WEDNESDAY, 23rd, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909.

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO. For BOSTON and NEW YORK via PORTS AND SUEZ CANAL. (With liberty to call at the Malabar Coast.)

S.S. "ST. PATRICK" About 13th July. For Freight and further information apply to SHEWAN TOME'S & Co., General Agents.

Hongkong, 3rd June, 1909.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "h" midway between Hongkong and Kowloon "n," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DEVANHA	Brit. str. ...	—	W. Hayward, E.M.E. ...	P. & O. S. N. Co. ...	On 28th inst., at Noon.
NAMUR	...	Brit. str. ...	—	H. W. Kenrick, R.N.R. ...	P. & O. S. N. Co. ...	About 30th inst.
SITHONIA	...	Ger. str. ...	k. w.	Brehmer ...	HAMBURG-AMERICA LINER ...	On 1st July.
BEASILLA	...	Ger. str. ...	k. w.	Jager ...	HAMBURG-AMERICA LINER ...	On 22nd July.
SIAM	...	Swed. str. ...	k. w.	Eckhorn ...	MONTSERRAT & CO. ...	Middle of July.
SENEGAMBIA	...	Ger. str. ...	k. w.	...	HAMBURG-AMERICA LINER ...	On 21st inst.
ISTRIA	...	Fr. str. ...	—	...	HAMBURG-AMERICA LINER ...	On 9th July.
SYDNEY	...	Swed. str. ...	—	Rabafat ...	On 22nd inst., at 1 P.M.	On 23rd inst.
NIPPON	...	Jan. str. ...	—	Goo, Andersons ...	MECHER & CO. ...	On 23rd inst., at D'light
SADO MARU	...	Gov. str. ...	k. w.	Porcellus ...	NIPPON YUSHI KAISHA ...	On 23rd inst.
SILVIA	...	Gov. str. ...	k. w.	Dohren ...	HAMBURG-AMERICA LINER ...	On 13th July.
SCANDIA	...	Gov. str. ...	k. w.	A. Christiansen ...	NIPPON YUSHI KAISHA ...	On 7th July, at D'light.
BINGO MARU	...	Jap. str. ...	—	Wm. Fraser ...	NIPPON YUSHI KAISHA ...	About 30th inst.
HIBANO MARU	...	Jap. str. ...	—	Nitsche ...	TOYO KISEN KAISHA ...	On 1st July, at Noon.
MANSU MARU	...	Amt. str. ...	—	...	SANDRE, WIELER & CO. ...	On 26th inst., P.M.
E. F. FERDINAND	...	Brit. str. ...	—	...	DODWELL & CO., LTD. ...	On 22nd inst.
PATHAN	...	Brit. str. ...	—	...	DODWELL & CO., LTD. ...	About 18th July.
ST. PATRICK	...	Brit. str. ...	2 m.	...	CANADIAN PACIFIC R. Co. ...	On 3rd July, at 8 P.M.
EMPEROR OF CHINA	...	Brit. str. ...	1 m.	...	CANADIAN PACIFIC R. Co. ...	On 14th July, at Noon.
MONTEAGLE	...	...	—	...	OSAKA SHOSEN KAISHA ...	On 3rd July.
TACOMA MARU	...	Jap. str. ...	—	...	...	On 22nd inst., at 4 P.M.
VICTORIA, B.C. & TACOMA	VIA KIELUNG, &c.	Brit. str. ...	—	...	...	On 6th July, at 4 P.M.
VICTORIA, B.C. & SEATTLE	VIA KIELUNG, &c.	Jap. str. ...	—	...	...	On 23rd inst., at Noon.
TRIESTE	VIA SINGAPORE, &c.	Brit. str. ...	—	...	...	On 1st July.
BOSTON & NEW YORK	VIA PORTS & SUEZ CANAL...	...	—	...	...	On 22nd inst., at 4 P.M.
VANCOUVER	VIA SHANGHAI, JAPAN, &c.	...	—	...	...	On 23rd inst., at 4 P.M.
YANGTZE	VIA SHANGHAI, JAPAN, &c.	...	—	...	...	On 24th inst., at 4 P.M.
YOKOHAMA MARU	...	...	—	...	...	On 25th inst., at 4 P.M.
YOKOHAMA MARU	...	...	—	...	...	On 26th inst., at 4 P.M.
YOKOHAMA MARU	...	...	—	...	...	On 27th inst., at 4 P.M.
YOKOHAMA MARU	...	...	—	...	...	On 28th inst., at 4 P.M.
YOKOHAMA MARU	...	...	—	...	...	On 29th inst., at 4 P.M.
YOKOHAMA MARU	...	...	—	...	...	On 30th inst., at 4 P.M.
YOKOHAMA MARU	...	...	—	...	...	On 31st inst., at 4 P.M.
YOKOHAMA MARU	...	...	—	...	...	On 1st July.
YOKOHAMA MARU	...	...	—	...	...	On 2nd July.
YOKOHAMA MARU	...	...	—	...	...	On 3rd July.
YOKOHAMA MARU	...	...	—	...	...	On 4th July.
YOKOHAMA MARU	...	...	—	...	...	On 5th July.
YOKOHAMA MARU	...	...	—	...	...	On 6th July.
YOKOHAMA MARU	...	...	—	...	...	On 7th July.
YOKOHAMA MARU	...	...	—	...	...	On 8th July.
YOKOHAMA MARU	...	...	—	...	...	On 9th July.
YOKOHAMA MARU	...	...	—	...	...	On 10th July.
YOKOHAMA MARU	...	...	—	...	...	On 11th July.
YOKOHAMA MARU	...	...	—	...	...	On 12th July.
YOKOHAMA MARU	...	...	—	...	...	On 13th July.
YOKOHAMA MARU	...	...	—	...	...	On 14th July.
YOKOHAMA MARU	...	...	—	...	...	On 15th July.
YOKOHAMA MARU	...	...	—	...	...	On 16th July.
YOKOHAMA MARU	...	...	—	...	...	On 17th July.
YOKOHAMA MARU	...	...	—	...	...	On 18th July.
YOKOHAMA MARU	...	...	—	...	...	On 19th July.
YOKOHAMA MARU	...	...	—	...	...	On 20th July.
YOKOHAMA MARU	...	...	—	...	...	On 21st July.
YOKOHAMA MARU	...	...	—	...	...	On 22nd July.
YOKOHAMA MARU	...	...	—	...	...	On 23rd July.
YOKOHAMA MARU	...	...	—	...	...	On 24th July.
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YOKOHAMA MARU	...	...	—	...	...	On 26th July.
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YOKOHAMA MARU	...	...	—	...	...	On 28th July.
YOKOHAMA MARU	...	...	—	...	...	On 29th July.
YOKOHAMA MARU	...	...	—	...	...	On 30th July.
YOKOHAMA MARU	...	...	—	...	...	On 31st July.
YOKOHAMA MARU	...	...	—	...	...	On 1st August.
YOKOHAMA MARU	...	...	—	...	...	On 2nd August.
YOKOHAMA MARU	...	...	—	...	...	On 3rd August.
YOKOHAMA MARU	...	...	—	...	...	On 4th August.
YOKOHAMA MARU	...	...	—	...	...	On 5th August.
YOKOHAMA MARU	...	...	—	...	...	On 6th August.
YOKOHAMA MARU	...	...	—	...	...	On 7th August.
YOKOHAMA MARU	...	...	—	...	...	On 8th August.
YOKOHAMA MARU	...	...	—	...	...	On 9th August.
YOKOHAMA MARU	...	...	—	...	...	On 10th August.
YOKOHAMA MARU	...	...	—	...	...	On 11th August.
YOKOHAMA MARU	...	...	—	...	...	On 12th August.
YOKOHAMA MARU	...	...	—	...	...	On 13th August.
YOKOHAMA MARU	...	...	—	...	...	On 14th August.
YOKOHAMA MARU	...	...	—	...	...	On 15th August.</



## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Dalmatia and Siberia.

24th June	at 1.00 p.m.
26th	at 8.30 p.m.
30th	at 8.30 p.m.
3rd July	at 8.30 p.m.

The Armand Béthie, with the French Mail of the 21st ultimo left Saigon on Friday, the 13th inst. at noon and may be expected here on or about Monday, the 21st inst. at daylight. This packet-boat carries replies to letters despatched from Hongkong on the 17th April.

FOR	FROM	DATE
Moji and San Francisco	Dakoh	
Amoy and Tamsui	Da-jiu Maru	
Shanghai, Yokohama and Kobe	Perseus	
Singapore, Penang and Calcutta	Kumang	
Manila	Zafiro	
KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMODA, YOKOHAMA, HONOLULU and SAN FRANCISCO	Tonyo Maru	
(Supplementary mail on board up to the time fixed for departure of the mail.) Extra Postage 10 cents.)		
SIBERIAN MAIL TO EUROPE		

Macao	Sui Tai	11.00 a.m.
Amoy, Foochow and Newchwang	Nanchong	1.15 p.m.
Bangkok	Loyalty Scheiff	4.00 p.m.
Hongkong	Whantung	5.00 p.m.
Holloway, Tamsui and Quinhon	Helene	5.00 p.m.
Shanghai	Washing	5.00 p.m.
SHANGHAI	Liran	6.00 p.m.
SIBERIAN MAIL TO EUROPE		

EUROPE, etc., India via Taticorin		
Late Letters 11.00 a.m. to Noon Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
SWATOW, Amoy and Fouchow		
SWATOW, Amoy and Tamsui		
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Macao		
Singapore		
Shanghai and Chinkiang		
Shanghai		

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## The Flying Man



Mr. Farman achieved the record flight of 18 miles from Chelmsford to Ruislip without a stop on October 20, 1902.

## Nerve Strain and Exhaustion

Mr. Henry Farman's marvellous conquest of the air is another of those brilliant triumphs of nerve force and endurance which are made possible by the vitalising potency of Phosferine.

The master minds, the leaders of men, have ever been the foremost to esteem the energising efficacy of Phosferine, but the very importance and difficulty of Mr. Farman's historic achievement is the strongest possible proof of the supreme restorative qualities possessed by the greatest of all tonics. Mr. Farman expresses the warmest appreciation for the far-reaching staying power and resistance which Phosferine imparted to his nerve system, enabling him to withstand the severe strain of the unexpected risks and hazards of aerial flight.

Mr. Farman puts it on record that the very superabundance of energy imparted by Phosferine makes for exceptional mental and physical alertness, and in his own case, prevents the ill-health and effects of exposure, which would so greatly increase the risks of his experiments.

## Stopped and entirely prevented.

Mr. Henry Farman, the marvellous "Flying Man," 22, Rue Avenue de la Grande Armée, Paris, writes:—"I am pleased to endorse the merits of Phosferine as a nerve tonic of the highest quality. As an aeroplanist my nerve system is continually subjected to the severe strain of unexpected risks and hazards, but I have found Phosferine to be a splendid bulwark against all kinds of exhaustion. Your preparation imparts and stimulates a mental alertness and physical energy which has contributed immensely to the success of my aerial flights. Even the most careful calculations are apt to be upset by the effects of exposure, but in my case Phosferine has completely fortified me against all such evils. At the present time I am in excellent health and spirits, both sleeping and eating well, and this desirable condition is certainly due to Phosferine." February 17, 1909.

## PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Nervous Debility	Neuritis	Latitude	Sciatica
Indigestion	Maternity Weakness	Neuritis	Rheumatism
Diarrhoea	Premature Decay	Faintness	Hæmætæria
Sleeplessness	Mental Exhaustion	Brain-Fog	Hysteria
and all disorders consequent upon a reduced state of the nervous system			

## The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family  
H.M. the Queen of Roumania  
H.M. the Empress of Russia  
H.M. the King of Greece  
The Imperial Family of China  
And the Principal Royalty and Aristocracy throughout the World.

Proprietors: Ashton & Parsons, Ltd., Le Bole Sauvage, Ludgate Hill, London, England.

Price in Great Britain, bottles, 1/6, 2/6 and 4/6. Sold by all Chemists, Stores, &c.

The 2/6 size contains nearly four times the 1/6 size.

By Appointment to H.M. the King.

## BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

70-1

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883. Registered TRADE MARK.

DR. LALOR'S PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the safe and only reliable Phosphoric Cure for Brain Weakness, Paralysis, Sclerosis, &c., Dystrophy, Nerve, Kidney and Liver Complaints, Hernia, Dementia, Premature Decay of Vital Power, General Debility, All-Blood, Leishmanias, and all Functional and Disease Conditions of the System, caused by the deficiency of the Vital Forces.

The Effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Diseases is safe, permanent, all the Miraculous Feelings and Distressing Symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above Diseases will be sent with each Bottle.

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSTEAD, LONDON, ENGLAND.

Agents in HONGKONG—A. S. WATSON & CO.

## SOME SEA TERMS.

Just as much of the romance of the sea faded with the transition from wood to iron and seems likely to suffer eclipse in an age of steam, so the jargon of the old-fashioned for castles has become obsolete with the craft to which it referred. The newly-joined apprentice is still sent off to the graining mate to ask for the "key of the keelson." Here and there a salt-bitten veteran, conscious that the times are out of joint, interlards his discourse with phrases which have come direct from Elizabethan navigators. The strains of an old sea chantey enliven on occasion the cheerful click of the captain at the ship's wheel through the clock gates. But Hams and Cacks who have invaded the modern forecastle in ever-increasing numbers, are not in the line of tradition and would be hard put to it to run out a gages rope or to describe a double Spanish Burton. It would be useless to look for the "bridles of the bowline" in the hard driven tramp of to-day, with her stumpy funnel and masts, which are merely derrick standards. For the sea terms of the old-time mariner are disappearing with the lofty spans of the ships he sailed in, and the interesting rigging for every rope's end of which he had his particular name.

Yet certain of the old words and phrases are not without distinction. The cable is paid out without distinction. The sail is "asleep" when to the "bitter end." A sail is "asleep" when there is just sufficient wind to keep the canvas full. No doubt the apt word was suggested to the ancient navigator by a windless day on the line, when the canvas swings heavily against the mast (every flap of the mainsail half a crown out of the owner's pocket), and each creaking block and tackle made its own separate noise. Then as a light breeze spread over the water the sail belled out, ropes went taut, and a silence fell upon the ship. The "dolphin striker," which supports the bowsprit stays, and in a deep-laden ship plunges under water as she comes to, is often named (to any one who has watched a school of lively fish play round the bows on a tropical night, crossing and recrossing just in front of the advancing stem, and leaving rings and trails of phosphorescence in their wake. The "heave of the sea," is not an apt poetical way of expressing the allowance which must be made in the day's run for the diversion from course caused by the set of the ocean swell.

There was a wealth of detail in the mariner's vocabulary. The anchor may be a bower, a streamer, or a kedge, leaving out of account the yachtsman's "pink" and has a shank, a stock, a crown, a threath, a fluke, and a bill. Sea poetry has familiarised us with it a weight, but it is also a peak, when the ship is hove short, and rides directly over it. It "comes home" as it breaks ground, being "sled" if so much soil adheres to the flukes as to prevent it from grain biting. When it is raised clear of the bottom it is "a strip"; when the stock is about to break the surface of the water it is "a wash" at which time the cheery cry of "heave and a wash" used to urge the crew at the capstan on the fo'c'sle to head to a final effort. And when brought up to the cathead it is said to be "a cock-bill."

Yards also are a cock-bill when swung at an angle to the deck. In a square-rigged ship it is a sign of mourning when she lies in port with her yards topped alternately in opposite directions. It was also the custom on the death of an owner, to give the hall above the water line a coat of blue paint. Then, as a more economical spirit prevailed, a thin streak of blue round the topmasts was thought a sufficient observance. And while the usage is rapidly dying out, for the steam tramp has no time for unprofitable sentiment, the narrow blue ribbon may still be occasionally seen on the old-fashioned vessels of conservative owners. Just as, in the days before the shipping auctioneer's lists were broadcast, a broom at the mast-head was held sufficient notice to all and sundry that the vessel distinguished was for sale.

Flozam, and jettam, describing, respectively, articles which are water borne or sunk, are familiar enough, but how many have heard of "lagas," the complement of the phrase, under which term come such things as are sunk under water but buoyed so that they may subsequently be recovered. That a dogwatch is kept on board (possibly on the cathheads), and that the main-tail may be goosenecked is common knowledge, but the most painstaking etymologists might have difficulty in locating the "boes on the bowsprit end." The "timoneer" for the helmsman, is French in an easily recognisable garb. So also is "gaff" for a light craft or barge, and the ordinary use of the word in Scottish waters today is a relic of the "auld Alliance." The "tot," which was a small measure used for serving out grog, and the "holiday," or scamped piece of work, have quite taken place in shore-keeping parlance, but more abstruse are the "racing irons" and "rave hooks" of the old-time carpenter, which he used when he "chinned" the decks.

The barque of old was termed "ardent," when, as was generally the case, she carried a weather helm when close-hauled and had a tendency, unless checked, to come up into the wind when steering full and by; for his guidance in which delicate task the man at the wheel kept his eye on the clew of the main royal, braided a taffeta square than the other yards, so that as long as the corner of the sail quietly fluttered all other canvas drew fully. Were she "labour-some," then all on board knew it, when she lay like a half-ripe rock in the trough of the sea. With cargo skilfully stowed, and in buoyant trim, she was "seakindly," and the day's run set all hands figuring on pay-day.

Stern galleries, with their ornamentation of foliage, munitions, and counter rams, have long since disappeared. Only in the most ancient of craft is there a trace of the head boards and floral scroll work in which the shipwrights delighted. And in the recesses of her forecastle, lit by a dim alabaster lamp, an odd mariner may be discovered who can discourse in obsolescent phraseology of her "ordinance apparel, munition, and furniture," and grumble at an age which has shifted the balance of power to a handful of greasy mechanics.

J. M. C.

## GOOD MANNERS FOR TEACHERS.

SUPERINTENDENT CALLS ATTENTION TO USE OF KNIFE AND FORK.

Division Superintendent Crone, of Camarines, Philippines, from time to time issues bulletins to his teachers and in a recent one he calls the attention of Filipino teachers to their table manners, as follows:—

Teachers should always bear in mind that they should take as important a part in the life of the community as possible. Among the strong men of the future there should be many who are now teachers. Nothing that may help a teacher to take his proper place in the community should be overlooked. The teacher should live in clean and neat surroundings. Unfortunately many teachers live in surroundings that are far from good.

Clothes should be neat and clean, even if cheap. Table manners should receive attention. Eating with figures is no crime but it is not the proper thing. The fork should be used to convey food to the mouth, or the spoon if the food is liquid. The knife is used to cut with and not to carry food to the mouth. The whining, overhumble manner should be gotten rid of. I.e. modest but tell folks about it. Don't tell of your poverty, &c.

your humble home, your unworthiness or your weakness. Be manly or womanly, modest, kind and true. Success will come not because the world pities you but because it sees that your services and your influence are valuable to it.

## DESERTION OF SEAMEN FROM BRITISH SHIPS.

Reports from certain foreign and colonial ports respecting the desertion of seamen from British ships have been published as a Parliamentary paper [C. 4658]. The following prefatory notes explain the publication:—

In 1898, consequent upon a question asked in the House of Commons, reports were obtained from the Consular and Colonial offices at certain foreign and colonial ports in regard to the number and causes of desertions of seamen from British ships at those respective ports and also to the steps which in their opinion should be taken to remedy the evil. The reports were printed and published in 1899 as "Reports from certain Foreign and Colonial Ports respecting the Desertion of Seamen from British Ships" [C. 9265]. In June, 1902, the Bishop of Bangor asked in the House of Lords that the officers who had reported on the matter in 1898 should be requested to give statistics showing the number of desertions at their ports from British ships for the four years ended June 1st, 1903, 1904, 1905, 1906, and to report whether the operation of the Merchant Shipping Act, 1906, had, in their opinion, been successful in removing the cause and in reducing the number of desertions. This proposal was agreed to, and the reports and statistics which have been received from the Consular and Colonial Offices through the Foreign and Colonial Offices form the present return. The statistics show that the state of affairs in the matter of desertion has not changed materially since 1898. It is clear that the chief factor which determines the number of desertions is the consideration whether or not employment can be obtained at a higher rate of wages than the seaman is receiving on board his ship, but while the question of wages is predominant, there seems reason to believe that the provisions of the Merchant Shipping Act, 1906, especially those affecting the seaman's food, are not without influence.

## BATTLESHIP GUN FIRE.

In the House of Commons recently Mr. Ashley asked the First Lord of the Admiralty whether he was aware that the weight of metal thrown in one discharge of the guns of the Japanese battleship of the Satsuma class was 11,710 lbs., and from the guns of the British St. Vincent class 9,000 lbs., and whether he was in a position to assure the House that the British ships of this year's programme would not be inferior in gun fire to these Japanese vessels.

Mr. McKenna.—The hon. member may rest assured that the British battleships of the St. Vincent class and of this year's programme will not be inferior in gun power to the Japanese vessels.

Mr. Ashley.—Does the right hon. gentleman deny that the St. Vincent class is inferior in gun fire to the Satsuma class in the Japanese navy?

Mr. McKenna.—No, Sir. What I am denying is the standard of measurement adopted by the hon. member. The gun power of a ship would be measured not by the weight of metal it would throw in a broadside, but by the number of probable hits.

Viscount Helmsley.—Is there any reason to suppose that the Japanese are less likely to hit the target?

Mr. McKenna.—There is much less reason to suppose that they would be able to hit with all their large and small guns at the same time. They would not fire them all at the same time.

Mr. Lee asked when this new standard of measurement by the accuracy of gun fire was adopted by the Admiralty.

Mr. McKenna said that since the adoption of fire control and certain developments of measurement of gun power a different method of reckoning in the strength of battleships had arisen.

Mr. McKenna said that the most painstaking etymologists might have difficulty in locating the "boes on the bowsprit end."

The "timoneer" for the helmsman, is French in an easily recognisable garb. So also is "gaff" for a light craft or barge, and the ordinary use of the word in Scottish waters today is a relic of the "auld Alliance."

The "tot," which was a small measure used for serving out grog, and the "holiday," or scamped piece of work, have quite taken place in shore-keeping parlance, but more abstruse are the "racing irons" and "rave hooks" of the old-time carpenter, which he used when he "chinned" the decks.

England is the Home of Good Tailoring—

London the Fashion Centre of the World.

## AN IMPORTANT SAVING.

Can be effected if you order your clothes from London.

## JOHN J. M. BULT,

Clothes Tailor,

140, Fenchurch St., London, Eng.

has a Special Department in his business for attending to the requirements of those abroad, where the British paternal attention is given which has built up his reputation at home. He guarantees the best quality cloth—the best styles also.

PRICES are as follows:

Frock Coat and Vest . . . . . from 6s.

Dress Suit (Silk-lined) . . . . . 6s.

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Novelty Tailored Coat . . . . . 6s.

PRICES are as follows:

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HINDING BREECHES cut on the most approved lines from 2s.

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THE NEW FRENCH REMEDY.

## THERAPION.

This successful remedy, used in continental hospitals by Richard, Rostan, Joubert, Vilpion and others, surpasses everything hitherto employed.

## THERAPION N. 1.

is a remarkably short time, often a few days only, removes all discharges, mucus, &c., and the use of which does irreparable harm by laying the foundation of rectrices and other serious diseases.

## THERAPION N. 2.

for diarrhoea, &c., & those used up feelings resulting

from aches, &c., & those used up feelings resulting

from aches, &c., & those used up feelings resulting

from aches, &c., & those used up feelings resulting

from aches, &c., & those used up feelings resulting

from aches, &c., & those used up feelings resulting</

NOTICES TO CONSIGNEES  
AMERICAN AND MANCHURIAN LINE  
NOTICE TO CONSIGNEES  
FROM NEW YORK AND SINGAPORE.

THE Steamship

"MATOPPO."

Captain Dornmund, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 21st inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

No Fire Insurance has been effected. In consequence of the steamer having grounded in the Suez Canal Consignees must sign a General Average Bond before bills of Lading can be countersigned by

SHEWAN, TOME'S &amp; CO., Agents.

Hongkong, 14th June, 1909. [852]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORK."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and the Hongkong and Kowloon Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd June, at 9:30 A.M.

All Claims must reach us before the 26th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.

Ex S.S. "THERAPIA" from Smyrna.  
Transhipped at Naples.NORDDEUTSCHER LLOYD,  
MELCHERS & CO., General Agents.

Hongkong, 15th June, 1909. [5]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, COLOMBO AND  
SINGAPORE.

THE Company's Steamship

"MISHIMA MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 23rd June will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 16th June, 1909. [860]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,  
ADEN, BOMBAY, COLOMBO, PE-  
NANG AND SINGAPORE.

THE Company's Steamship

"PERSIA."

having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo, transhipped at

Bombay.

Venice ex s.s. "Metzovich," transhipped at Trieste.

Optional cargo will be discharged here unless notice to the contrary is given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the office of the undersigned before NOON on the 23rd inst., or they will not be recognized.

No fire insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst., will be subject to rent.

Bills of Lading will be countersigned by the

SANDER, WIELER &amp; CO., Agents.

Hongkong, 16th June, 1909. [3]

ON SALE

THE FIFTY YEARS  
ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER  
1913, BEING FROM THE 1ST YEAR OF THE  
70TH CYCLE TO THE 50TH YEAR OF THE  
70TH CYCLE.

PRICE: 32 CASH.

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BOEREO, &c.,  
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AND HONG LIST FOR THE FAR EAST  
FOR  
1909.

THE FORTY-SEVENTH ANNUAL ISSUE

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ports and cities of the Far East, from Nether-  
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Not only in the Directory as full and complete  
in each case as it can be made, but each Colony,  
Port, or Settlement is prefaced by a DESCRI-  
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